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THIS IS UNEVALUATED INFORMATION

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I. Railroad and Road Bridges in the City Area.

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1. Road bridge over the Regalica River on ul. Gdanska.

The bridge is a semi-permanent structure. It is 85 meters long, 12 meters wide and rests on an undetermined number of wooden piers. The structure, which is 8 meters above water level, has two sidewalks and a 15-meter span for ships.

2. Road bridge over the railroad line from the coal railroad station to Ease Kaszubski.

The structure which was built in 1949 and 1950, is a reinforced concrete girder bridge, 52 meters long, 10 meters wide; and 6 meters above water level. It rests on four concrete piers and has two sidewalks. The bridge is on ul. Gdanska.

3. Road bridge over the railroad track from the main freight station to the power station.

The structure is a steel plate girder bridge, 8 meters long, 10 meters wide and 6 meters above water level. It rests on two concrete piers. The structure is on ul. Gdańska.

4. Railroad bridge over ul. Gdanska.

The structure, which was newly constructed, is a steel plate girder bridge, 30 meters long, 5 meters wide and 4 meters above ground. It rests on 2 concrete piers and 1 temporary support of railroad ties.

5. Railroad bridge over the Farnitz Canal and ul. Rybnicka.

The bridge which was newly constructed is a steel plate girder bridge about 58 meters long, 5 meters wide and 8 meters above water level. It rests on 4 wooden piers, 2 of which are in the canal.

6. Road bridge over the Parnitz Canal and ul. Lasztowa.

The bridge is a semi-permanent structure built of Bailey bridge type equipment, [redacted] The bridge is 60 meters long, 12 meters 50X1-HUM

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wide and 2 meters above water level and rests on wooden piers. On the eastern side of the structure, there are four brick piers of the draw bridge which formerly existed at this point.

7. Road bridge over the Kolobrzieski Canal and ul. Leona Horki.
The bridge is a temporary structure, 24 meters long, 6 meters wide and 2 meters above water level. It rests on two concrete piers of the draw bridge which formerly existed there.
8. Railroad bridge over ul. Leona Heyki.
The bridge is a steel plate girder structure, 36 meters long, 8 meters wide and 4 meters above water level. It rests on two concrete piers. The bridge is not in use at present.
9. Road bridge over the Parnitz Canal.
The bridge which was newly constructed, is a wooden girder bridge, 12 meters long, 6 meters wide and 2 meters above water level. It rests on wooden piers and connects ul. Heyki and Wyspa Zielona.
10. The road bridge over the Oder River was demolished. Only four brick piers are still standing.
11. The bridge which is of the same type as those mentioned in paragraphs 1 and 6 above is 65 meters long, 12 meters wide and 2 meters high. The structure is of great importance as it carries all the traffic from the city to the harbor.
12. Road bridge over the Oder River.
The structure was demolished during the war. It connected ul. Mostowa and ul. Lasztowa. The bridge is scheduled to be reconstructed under the current 6-year-plan.
13. Road bridge between ul. Lazurowa and ul. Inz. Wendy.
The structure was demolished, and only the four brick piers remain.
14. Railroad overpass between ul. Czarneckiego and ul. Krzysztofa Kolumba.
The bridge was demolished.
15. Railroad overpass between ul. Piekary and ul. Krzysztofa Kolumba.
The bridge was demolished.
16. Railroad bridge over ul. Gen. Madalinskiego.
The western portion of the bridge was demolished but reconstructed in a temporary way in 1946. The structure is 35 meters long, 8 meters wide and 4 meters high. The railroad line from the main railroad station in Stettin to the Turzyn railroad station crosses this bridge.
17. Railroad bridge over ul. Gen. Madalinskiego.
This newly constructed steel plate girder bridge which rests on 2 concrete piers, is 35 meters long, 8 meters wide and 4 meters high. The double-track Stettin-Berlin railroad line crosses this bridge.
18. Railroad overpass.
This concrete arch bridge is 32 meters long, 8 meters wide and 12 meters high. Al. Powstancow Street crosses the bridge.

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19. Railroad overpass.
The structure was demolished.
20. Railroad overpass connecting Al. Powstancow and ul. Rudzinska.
This newly constructed concrete arch bridge is 32 meters long, 8 meters wide, 12 meters high and rests on 2 concrete piers.
21. Railroad overpass on ul. Milczanska.
This arch bridge, which is still damaged, is 85 meters long, 8 meters wide and 6 meters high and rests on 4 concrete piers.
22. Damaged road bridge (autostrada Starogardzka) over the railroad line from the main railroad station to the Gumience railroad station.
This concrete girder bridge which is still damaged is 26 meters long, 6 meters wide, 6 meters high, and rests on 2 concrete piers.
23. Railroad tunnel on the single-track line from the Gumience to the Pomorzany railroad station. The structure is 12 meters long, 5 meters wide and 6 meters high.
24. Road bridge over the double-track Berlin-Stargard railroad bypass.
The bridge is demolished.
25. Railroad bridge over ul. Ustowska.
This steel plate girder bridge, which was newly constructed, is 52 meters long, 8 meters wide, 6 meters high and rests on 2 concrete piers.
26. Road bridge on ul. Dobrzanska.
The bridge was demolished.
27. Railroad bridge over ul. Bialowieska.
No details available.
28. Road bridge on ul. Mieszka I.
This newly constructed steel plate girder bridge across the double-track railroad line from the main station to the Turzyn railroad station rests on 2 concrete piers and is 64 meters long, 8 meters wide and 10 meters high.
29. Railroad bridges over ul. Ku Sloncu, formerly ul. Macieja.
The two concrete arch ribbed bridges are 80 meters long, 5 meters wide, 16 meters high and are about 3 meters apart.
30. Railroad bridge over ul. Twardzickiego.
This concrete arch bridge is 26 meters long, 12 meters wide, 4 meters high and rests on 2 concrete piers.
31. Road bridge on Al. Mickiewicza.
This concrete girder bridge was reconstructed after the war. It crosses the single-track railroad line to the Niebuszewo railroad station. The structure is 36 meters long, 10 meters wide, 8 meters high and rests on 4 concrete piers.

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32. Road bridge on Al. Wojska Polskiego.
This concrete girder bridge is 24 meters long, 12 meters wide, 6 meters high and rests on 2 concrete piers.
33. Railroad bridge across ul. Arkonska.
This concrete girder bridge is 38 meters long, 8 meters wide, 6 meters high and rests on 2 concrete piers.
34. Footbridge over ul. Krasinskiego.
This temporary structure is 32 meters long, 3 meters wide and 8 meters high.
35. Railroad bridge over ul. Marszalka Focha.
The steel plate girder bridge is 28 meters long, 8 meters wide, 4 meters high and rests on 2 concrete piers.
36. Road bridge on ul. Lubeckiego.
This structure was demolished.
37. Railroad overpass on ul. Rzgianska.
This steel plate girder bridge which crosses the railroad line to the Goclaw railroad station, is 32 meters long, 8 meters wide, 6 meters high and rests on 2 concrete piers.
38. Road bridge on ul. Lubeckiego.
This former steel truss bridge, which was 80 meters long and rested on 7 steel piers is half destroyed. It is scheduled to be reconstructed.
39. Road bridge on ul. Zgorzelecka.
This concrete girder bridge is 32 meters long, 8 meters wide, 8 meters high and rests on 2 concrete piers.
40. Railroad bridge over ul. Sw. Janska.
This concrete girder bridge is 26 meters long, 8 meters wide, 4 meters high and rests on 2 concrete piers.
41. Railroad bridge over ul. Strzalowska.
This concrete girder bridge is 26 meters long, 8 meters wide, 4 meters high and rests on 2 concrete piers.
42. Road bridge on ul. Rolna.
This concrete girder bridge is 32 meters long, 8 meters wide, 8 meters high and rests on 2 concrete piers.
43. Railroad bridge over ul. Koszalinska.
This concrete girder bridge is 26 meters long, 8 meters wide, 4 meters high and rests on 2 concrete piers.
44. Road bridge on ul. Rynkowa.
This concrete girder bridge over the single-track railroad line to the Drzetowo railroad station is 32 meters long, 8 meters wide, 6 meters high and rests on 2 concrete piers.

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45. Railroad bridge over ul. Wartyslawia west of the Niebuszewo railroad station.
This steel plate girder bridge is 26 meters long, 16 meters wide, 4 meters high and rests on 2 concrete piers.
46. Footbridge on ul. Marzanny.
This concrete arch bridge is 32 meters long, 3 meters wide, 8 meters high and rests on 2 concrete piers.
47. Railroad bridge over the single-track railroad line to Dabie.
This concrete arch bridge is 34 meters long, 8 meters wide, 8 meters high and rests on 2 concrete piers.
48. Railroad bridge of the Stettin-Ferlin line over the Turzyn-Dabie railroad line.
This steel plate girder bridge is 26 meters long, 6 meters wide, 4 meters high and rests on 2 concrete piers.

II. Railroad and Road Bridges over the Oder River.

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- A. Double-track railroad bridge over the Oder River.
This steel truss structure is 180 meters long, 8 meters wide, 16 meters above water level and rests on 4 concrete piers, 2 of which are in the river.
- B. Double-track railroad bridge over the Regalica River.
This steel truss bridge is 240 meters long, 12 meters wide, 2 meters above water level and rests on 6 stone piers, 4 of which are in the river. It is a swing bridge.
- C. Bridge over the Regalica River.
This newly built steel truss bridge is 120 meters long, 8 meters wide, 16 meters above water level, and rests on 4 concrete piers, 2 of which are in the river.
- D. Railroad bridge across the Regalica River.
The structure was demolished.
- E. Railroad bridge over the canal branching off from the Regalica River to the east.
The bridge was demolished.
- F. Railroad bridge over the Parnitz Canal.
The bridge was demolished. Only 2 concrete piers each are still standing on both banks.
- G. Railroad bridge over the Oder River.
The bridge was demolished and the piers were dismantled.
- H. Autobahn bridge over the Oder River.
The bridge was demolished during the war. It is planned to reconstruct it during the next 6-year-plan.

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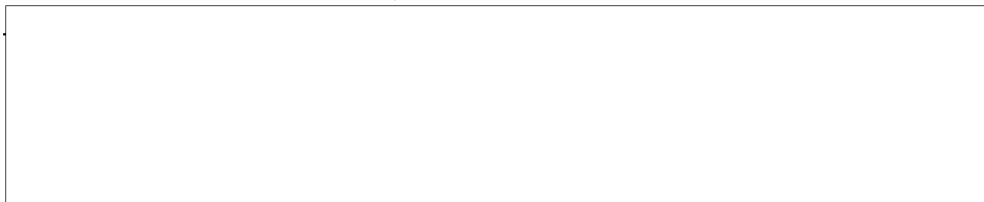
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J. Autobahn bridge over the East Oder River.

The structure was demolished but it is planned to reconstruct it in the course of the second 6-year-plan.

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